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LETTER DATED 30 JANUARY 1993 FROM THE CHARGE D'AFFAIRES A.I.
OF THE PERMANENT MISSION OF ROMANIA TO THE UNITED NATIONS
ADDRESSED TO THE PRESIDENT OF THE SECURITY COUNCIL

Following my letter dated 27 January 1993 (S/25189), I have the honour to submit to the attention of the Security Council and its member States the following additional information.

The presidential statement delivered on 28 January 1993 concerning Yugoslav vessels transporting petroleum on the Danube (S/25190) has been duly transmitted to the Government of Romania as well as to the competent Romanian authorities.

The competent Romanian authorities, in close consultation and cooperation with the Bulgarian authorities, are continuing to make every effort, in accordance with the relevant Security Council resolutions, to ensure the use of any measures of control and enforcement that may be required to prevent violations of the mandatory United Nations sanctions by vessels loaded with prohibited cargo sailing on the Danube under the Yugoslav flag.

In this context, on 28 January 1993, the Romanian custom, port and border authorities, together with their Bulgarian counterparts, cooperated closely in order to stop the Yugoslav tugboat Velebit, referred to in the above-mentioned letter. The Head of the Sanctions Assistance Mission also took part at this Romanian-Bulgarian action. At the same time, the Yugoslav Government, through the Ambassador of the Federal Republic of Yugoslavia in Bucharest, was requested to take decisive measures to stop the convoy.

These actions included constraining measures far beyond the usual international navigation control practice. Several attempts by border and police river boats, including explicit manoeuvring in front of the Yugoslav tugboat, low altitude overflights by police helicopters, light, sound and radio summons, were repeatedly made in order to compel the Yugoslav crew to stop the convoy.

Despite all combined efforts, the Yugoslav convoy did not stop. The possibility of blocking the traffic on the Danube river with boats was jointly envisaged and thoroughly considered. It was found out that, owing to the

extremely difficult conditions of navigation (very low depth of the river waters), there was a real and grave danger of an accident with incalculable and irremediable consequences for navigation and environmental protection.

I would like also to mention that two other convoys under the Yugoslav flag are sailing up-stream in the Romanian-Bulgarian sector of the Danube. The competent authorities are using every possible means, including available constraining measures proportionate to the situation, in order to stop the convoys in accordance with national laws and with due regard to the need to safeguard human lives and avoid excessive or irreparable damages. Moreover, grave environmental consequences for the two riparian States may occur if a forceful action, beyond the above-mentioned limits, is to be considered. All major Romanian cities, towns and villages located on the banks of the Danube are using exclusively water from the river, and Romania does not possess means to prevent or to alleviate environmental pollution.

Romania is committed to use all available measures of control and enforcement to prevent violations of the provisions of the Security Council resolutions concening sanctions on Yugoslavia, following the guidelines issued by the Security Council Committee established pursuant to resolution 724 (1991), including the Committee's letter of 12 November 1992, concerning the implementation of the embargo on Danube river. However, in this very context, may I stress that Romania does not possess all adequate means, commensurate with the prevailing circumstances, for the enforcement of the sanctions regime on the Danube. This situation has been acknowledged by the Sanctions Assistance Mission as well as by officials from European countries.

Receiving technical support, promised by some Governments, in order to enhance the efficiency of actions deployed and would be of utmost importance.

The infringements of the embargo on the Danube can be curbed only if no further shipments are permitted from the ports of origin and by exerting pressure upon the Yugoslav authorities to comply fully with the relevant Security Council resolutions, halting immediately the oil embargo violation by Yugoslav vessels on the Danube.

Romania is particularly concerned by reports that allegedly new Yugoslav convoys are going to be loaded with petroleum products in the same originating ports. In this connection, urgent measures should be taken in order to stop the loading and to arrest the Yugoslav vessels in those very ports, to prevent further attempts at violation of the embargo.

Finally, may I reiterate the appeal of the Romanian Government for increased international presence for sanctions monitoring in order actively to observe and support, including by significant technical assistance, the Romanian and Bulgarian authorities in the implementation of the sanctions.

(Signed) Valeriu FLOREAN
Chargé d'affaires a.i.